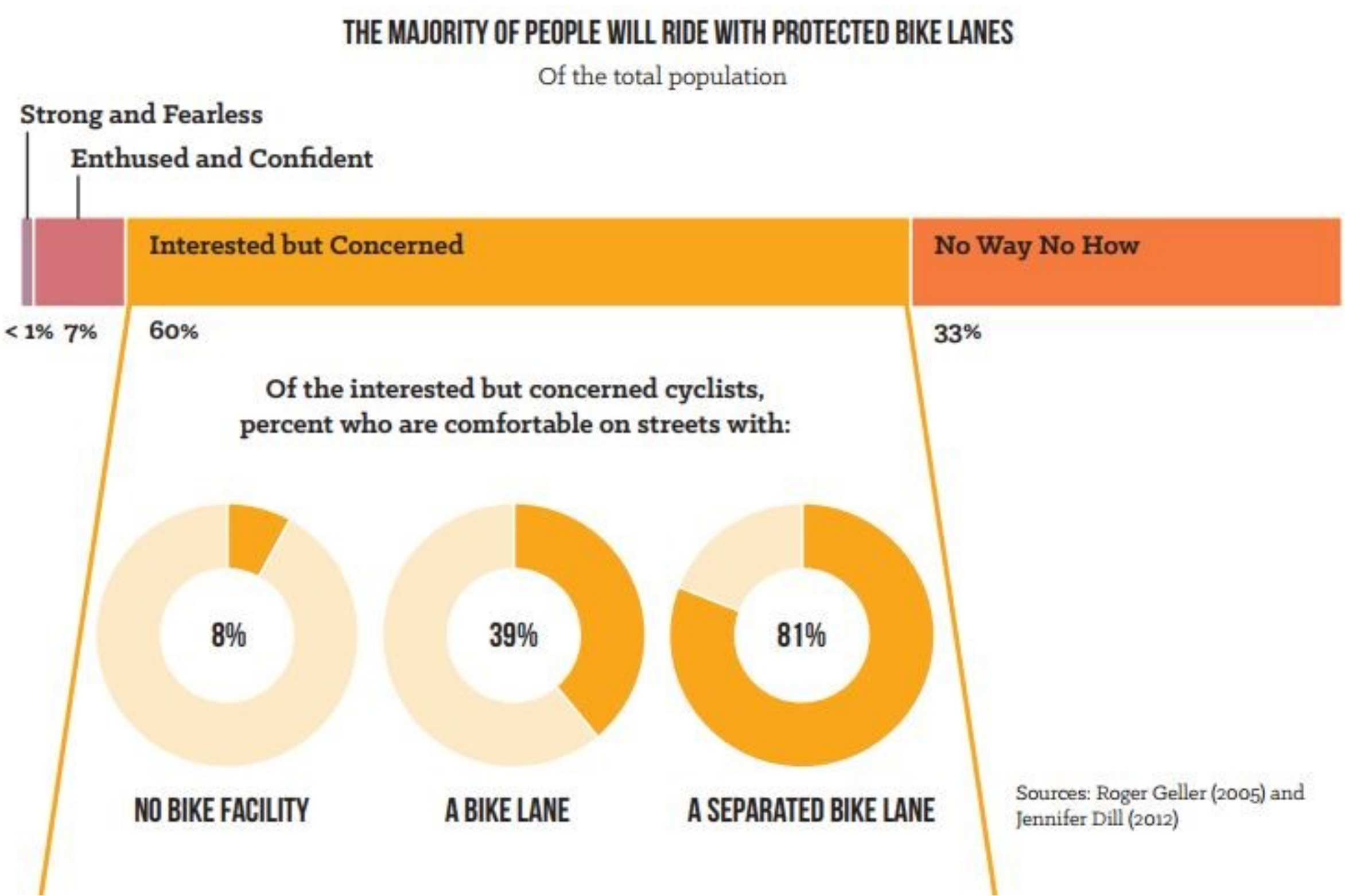


Listening to Residents: Corridor Concerns

The City has been collecting comments about Kavanaugh for months. The great majority of residents aren't happy with how Kavanaugh currently functions, but what concerns residents have vary. Below are common concerns and how they might be affected by the proposed project. Learn more at: <https://www.littlerock.gov/for-residents/bikeped-little-rock/projects/bike-lanes/kavanaugh/>

Not Enough Parking in Business District!

In 2018, the **Hillcrest Resident's Association** approached the City with a problem and a proposed solution. There wasn't enough parking for the Hillcrest Business District core to thrive. They proposed making bicycling a more viable transportation alternative to allow Hillcrest residents to access the business district without parking there. The data were clear; if you want to encourage cycling, you need separated bike facilities. This resurfacing project is our opportunity to create those facilities and encourage ridership within Hillcrest.



NACTO [Equitable Bike Share Means Building Better Places for People to Ride](#). (2016)

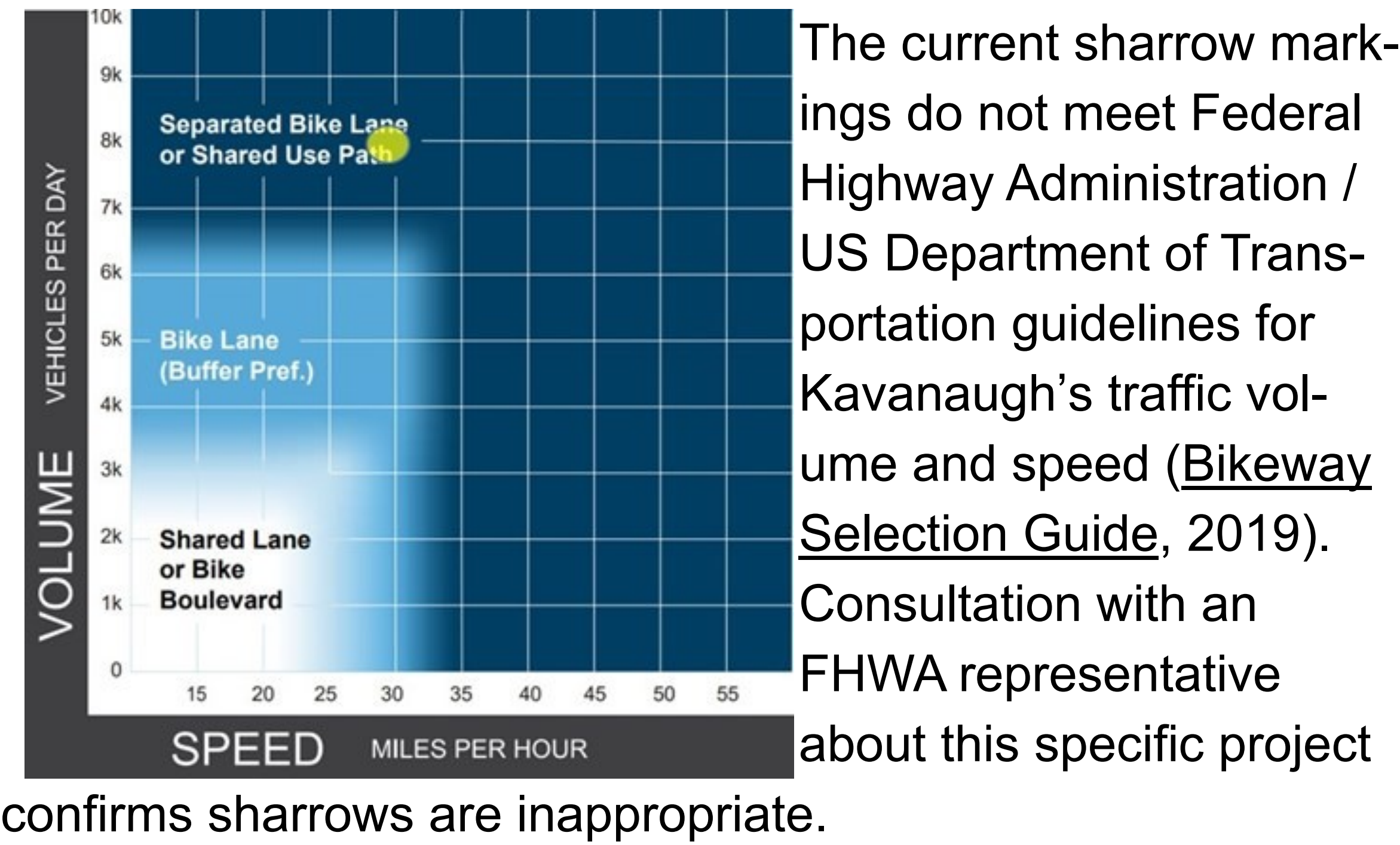
Calm Traffic!

One of the most common concerns in Kavanaugh public comment was calming traffic (i.e. curbing corridor speeding). There are three ways this project calms traffic.

- 1) Narrowing traffic lanes:** Narrow traffic lanes make drivers less comfortable driving at higher speeds.
- 2) Lateral shift:** Lateral shifts, like the one proposed between Cedar and Pine, also slow traffic speeds.
- 3) Bicycle and Pedestrian Placemaking:** Drivers tend to slow their speeds when there is bicycle and pedestrian infrastructure and activity.


It is Dangerous to Bike Kavanaugh!

While this project benefits all road users as well as Hillcrest residents and businesses, it certainly makes the corridor a safer place to use a bike.



Kavanaugh is can be a scary place to bike, particularly going uphill between Markham and N. Martin St. Bikes are supposed to be in the middle of the travel lane (chevrons), but going uphill, bikes are moving slowly and drivers can't safely pass because of the double yellow line. To avoid hostile driver behaviors, the person driving the bike may either ride very close to parked cars (risking dooring) or weave in and out of the parking lane (risking being hit by a car when re-entering the traffic lane to avoid a parked car.)

Yes, driving a bike is legal in Kavanaugh's travel lane, but that doesn't mean that it feels safe or is safe to do so currently. People driving bikes are very aware of the attitudes of some drivers; they have no way of knowing the attitude of the next car approaching (for example, see a Facebook comment responding to this event). This comment is not terribly remarkable. Everyone who commutes by bike and is simply trying to get safely home to their families has dealt with the Pauls of Little Rock; sadly some have been struck by them.

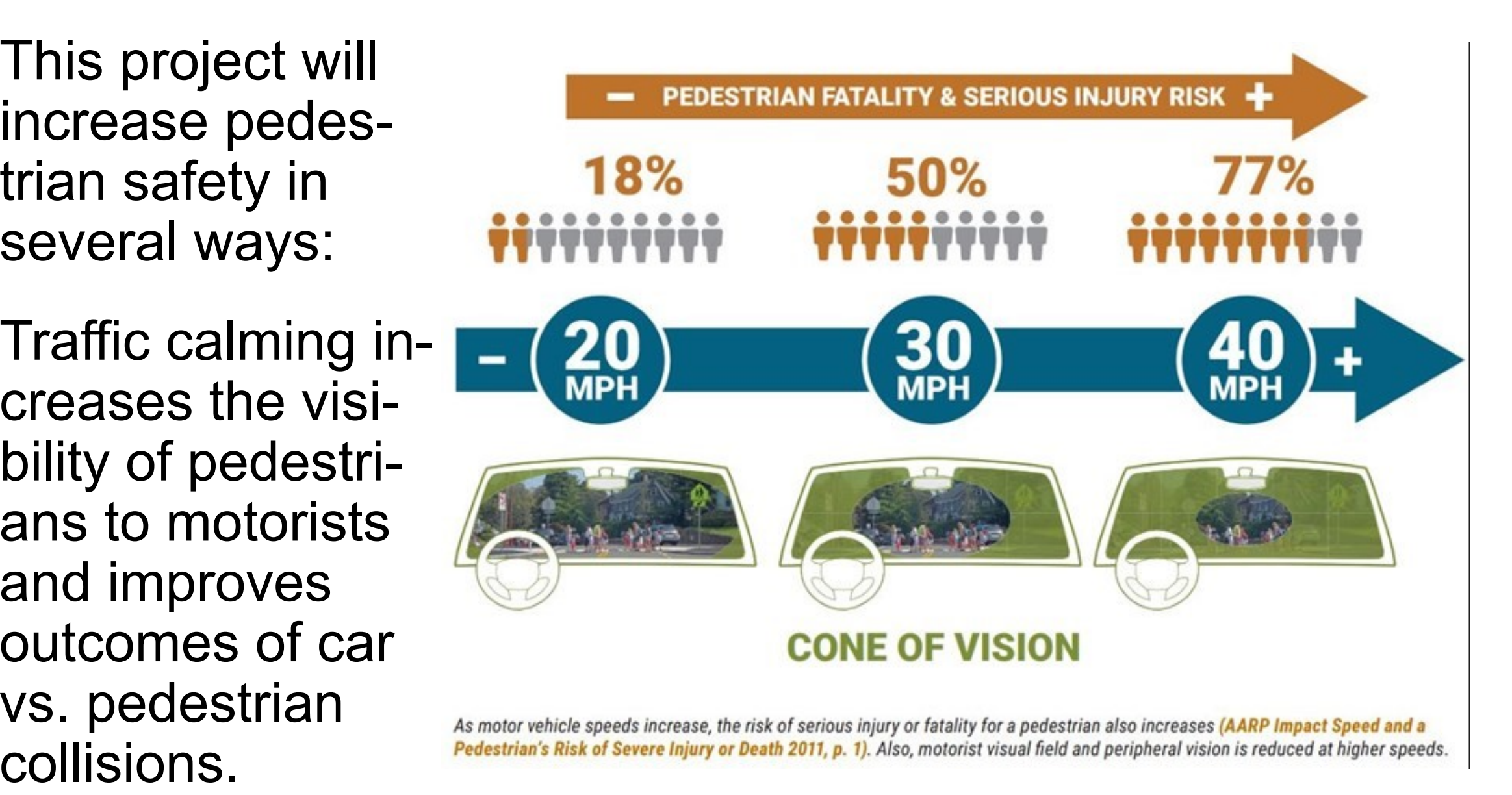


Paul Corbitt

The green stripes makes it easier to plow the bikers over

Like · Reply · Message · 11h

It's Dangerous to Walk!



Bike lanes will create a **buffer between moving vehicles and sidewalks**.

Design will **shorten crosswalks** and makes crossing the street safer and easier.



Protect Our Parked Cars!

Another common concern is the frequency that traveling cars strike cars parked along Kavanaugh. This project will reduce the frequency of this type of collision by calming traffic and creating a 7 ft. buffer between moving traffic and parked cars where there currently is none.

“We regularly have accidents on the south side when cars lose control in the curve at Lee Ave and careen into parked cars.” Jim M.